

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

AND
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.

Stick to this advice and you'll
never know you have a liver.

WATKINS,
LIMITED.Chemists and Aerated Water
Manufacturers.

Hongkong, 13th August, 1901. [714c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [110c]

KELLY & WALSH, LD.

Sole Agents in China, Japan, the Straits Settlements and the Philippines for the

YOST TYPEWRITERS.

Three record orders have been received for the Yost after that machine has been thoroughly tested against all other makes, which proves it to be the BEST TYPEWRITER.
Price \$225.00.
Hongkong, 25th September, 1901. [690c]

THE

ROBINSON PIANOFORTE CO.,
LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instruments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901. [933c]

WE HAVE BEEN APPOINTED
SOLE AGENTS
FORMARTELL & Co.'s
BRANDIES.

	PER CASE.
ONE STAR	\$22
THREE STAR	28
V.S. O.P.	44
V.V.S. O.P.	80

H. PRICE & CO.,

Hongkong, 24th September, 1901. [932c]

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses, Cutlery and Dinner Services, Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c. &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [977c]

To-day's
Advertisements.

HONGKONG FOOTBALL CLUB

GENERAL ANNUAL MEETING,
TO-MORROW,
(THURSDAY) AFTERNOON,

at
FIVE O'CLOCK,
in the
CRICKET PAVILION.
F. BROWNE,
Hon. Sec.
Hongkong, 25th September, 1901. [1057c]

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zealand Street, on TUESDAY, the 1st October, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 25th September, 1901. [1054c]

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (NOON), on THURSDAY, the 17th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th October, both days inclusive.
JARDINE, MATHESON & CO.,
General Agents.

CANTON INSURANCE OFFICE,
LIMITED.

Hongkong, 25th September, 1901. [1058c]

PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND
NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between

HONGKONG and PORTLAND (OR.),
calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship
"INDRAPURA,"
will be despatched for PORTLAND (OR.)
on or about the 14th October, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information, communicate with or apply to
ALLAN CAMERON,
General Agent.

Hongkong, 25th September, 1901. [1056c]

Just Received.

SLAZENGERS

FAMOUS

TENNIS RACQUETS.

Price \$16.00 each. [690c]

To-day's
Advertisements.NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED.

Hongkong, 25th September, 1901. [4c]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.

THE Company's Steamship

"INABA MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 1st October, will be subject to rent.

No Fire Insurance will be effected.
All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 4th October, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 25th September, 1901. [1055c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI.

THE Steamship

"CARINTHIA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 1st October, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 1st October, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.

Hongkong, 25th September, 1901. [934c]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case.	Per Bottle.
ST. ESTEPHE	\$ 6.00	7.50
ST. JULIEN	9.00	9.00
LA ROSE	12.95	13.92
CHATEAU HAUT BRION LARRIVET	18.60	19.20
CHATEAU MOUTON D'AR- MAILHACQ	21.00	22.20
CHATEAU PONTET CAR- NET	25.00	—
CHATEAU LA TOUR CAR- NET	30.00	—
CHATEAU RAUZAN	42.00	—
CHATEAU LAFITE	48.00	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET,
CHATEAU RAUZAN AND
CHATEAU LAFITE

are commended to the notice of Con-
noisseurs as high-class after-dinner
Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 25, 1901.

NOTES AND COMMENTS.

The Collapse Enquiry.

The second enquiry into the Cochrane Street collapse has come to an end. Mr. HAZELAND delivering his decision at the Police Court this morning. We cannot say that the second enquiry has given much satisfaction to the public, for it has still left the question of who is to blame practically unsettled, but, as the depositions are to be sent to the Attorney General, we presume that more will be heard of the matter. It will be noticed that Mr. HAZELAND is unable to come to any decision as to the immediate cause of the collapse but gives a list of six conditions and circumstances which, in his opinion, might have contributed to it and then goes on to add suggestions or riders. Throughout the whole of the decision nobody is blamed or censured in any way, unless one considers the owner of the property to be censured by the sixth paragraph, which points out that he deviated from the approved plans. There is no remark made as to the conduct of the architect who prepared the plans, in not satisfying himself as to the state of the building, nor is there any comment upon the fact that such plans were, as was shown by the evidence, incorrect. The very cursory inspection made by the assistants of the architect, who apparently took no trouble whatever over their inspection of the houses, which only occupied a few minutes, is entirely ignored. Then too, the suggestions which deal with the Public Works Department are merely recommendations and do not throw blame on anyone. All that they do is to point out that the duties of that Department should be carried out more strictly.

This second enquiry has brought to light a good many facts of which the public were formerly ignorant. It seems that an architect can draw plans which are incorrect and which are not carried out after being passed and approved. That the mere fact of such plans being sent in by such architect is taken as evidence by the Public Works Department, that everything is in order and that it is therefore unnecessary for them to inspect the building, at all. Then too, according to the evidence it seems that although there was no architect in charge of the work of putting up the additional storeys (which fact should have been known to the Public Works Department) no precautions of any sort were taken, so that the work was carried out according to the plans approved, the whole job being left in the hands of the owner and contractor to carry on as they pleased. Mr. BOWLEY might well say in his address to the Bench that all the elaborate machinery of the Building Ordinance had been gone through in a

It seems to us that the enquiry has simply proved that the Building Ordinance is nothing more than a dead letter in this Colony. Apparently any money grabber can come along, buy up some old building, prepare an incorrect plan, get it passed by the Public Works Department without a hitch, and put an extra storey upon his property, which immediately makes it a death trap. Neither the architect nor the officials concerned have come out of the enquiry scatheless, for although the decision given to-day whitewashes them to some extent it cannot do away with the impression created in the mind of every sensible man who has carefully followed the course of the enquiry. The work has been scamped from start to finish and we do not see that there can be any possible excuse put forward in mitigation of this fact. If the Director of Public Works was aware of the manner in which the business of his department was being carried on, it was his duty to have made representations to the Government on the subject and, in the event of such representations being ignored, he should have sent in his resignation and laid the matter before the public. What our officials seem to forget is that they are the servants of the public and that they are placed in their positions to see that the public is protected. Unless they can once for all be brought to thoroughly realize this fact it will be hopeless to look for improvement.

After the disgraceful revelations which have been made during the last few days at the Police Court we think that there is only one thing left for His Excellency the Governor to do. He must appoint a commission to go thoroughly into the question of the Public Works Department, its staff and duties and the methods employed in the carrying out of such duties. Another Commission to enquire into jerry-building is also badly needed and should be appointed without delay. With the Public Works Department thus playing into the hands of every jerry-builder and tack-renting landlord, it is to be wondered at that Mr. WHITEHEAD asks for the appointment of a "thoroughly experienced officer of first class ability in every respect and of considerable professional standing" to take charge of that Department and put an end to such scandals as the one which has just come to light?

REUTER'S TELEGRAMS.

FRANCE AND RUSSIA.

LONDON, September 23rd.

The Paris correspondent of the Times states that the topics discussed by the Tsar and President Loubet were, the positions of the two countries in near and far eastern questions, the strained relations existing between France and Turkey, and Armenian affairs.

It is also stated that Russia has signified her intention of co-operating with her

COTTAM & Co. for SILK SOCKS and PUMPS.

strength to the success of French enterprises in the Far East.

THE "COBRA" WRECK.

It transpires that the t-b-destroyer *Cobra* sank in seven fathoms of water.

No rock can be found in the vicinity of the wreck, and it is now inferred that the vessel was lost through simply breaking in two.

LOCAL AND GENERAL.

MR. M. S. NORTHCOTT returned to the Colony by the *Inaba Maru*.

THE GENERAL ANNUAL MEETING of the members of the Hongkong Football Club will be held to-morrow afternoon in the Cricket Pavilion at five o'clock.

THE EARL OF DONOUGHMORE, who was recently acting as private secretary to H. E. the Governor, Sir H. A. Blake, is shortly to marry Miss Elena Grace, second daughter of Mr. and Mrs. Grace of Porters, Shenley, Herts, and 40, Belgrave-square.

FOR STEALING two pieces of lead, value \$1, the property of the Hunghom and Whampoa Dock Company, on the 24th inst., Wong Hong Lun, a boy of 14, was this morning sent to gaol for seven days with hard labour, in addition to being ordered 12 strokes of the birch.

LI SHU FUN, rent collector, of 204, Hollywood Road, charged Cheung Yuk, a servant boy, with stealing \$7.80, and a silver watch and chain, value \$10. The evidence heard was of great length and the defendant was sentenced to a month's hard labour on each charge, the sentences to run consecutively.

AN OLD ELM tree at the little Normandy village of Tilly has become the talk of Paris, says a correspondent of a home paper. A servant girl, Marie Mare, claims to have seen a vision of the Virgin Mary blessing the tree. This was ascribed to an hallucination, but Marie declared that the vision had been repeated, and the tree had marvellous curative powers which should be tested. On a village paralytic who had been bedridden for years. A bit of bark was worn by the man as an amulet, and he actually improved rapidly. Many other cases have been tried even in the hospital, and the doctors themselves have been compelled to note sudden improvement in the cases without medical intervention. The town authorities are keeping a record of all the alleged cures. Strange to say, the story, as reported by the papers, concludes with a statement that Marie Mare herself is alone unable to obtain relief from the tree, and her strength is failing daily.

THE LATE MR. J. J. FRANCIS, K.C.,
AND THE SUPREME COURT.

have lost not only an able advocate, but a true and personal friend, was fully amplified this morning when there was a large attendance, in the Supreme Court, of both branches of the legal profession to pay a tribute of respect to their late leader, Mr. J. J. Francis, K.C., whose sudden death is mourned throughout the whole of the Colony.

The Acting Chief Justice (The Hon. A. C. Wise) presided, and was supported on the Bench by the Acting Puisne Judge (Mr. Sercombe Smith). There were present in the body of the Court, the Acting Attorney General (the Hon. H. E. Pollock), Hon. Dr. Ho Kai, and Messrs. F. B. L. Bowley, J. F. Reece, H. H. J. Gompertz, F. A. Hazeland, C. A. D. Melbourne, E. Robinson, E. H. Sharp, F. X. D'Almada e Castro, F. C. Barlow, E. A. Bonner, V. H. Deacon, P. W. Goldring, E. J. Grist, J. S. Harston, J. Hays, H. J. Holmes, H. Hursthouse, K. W. Mounsey, E. C. Pontifex, O. D. Thomson, S. W. Tso, Wei On, F. D. Wilkinson, G. C. C. Master, C. Hastings, C. Ewens, and others.

All the members of the profession wore black ties, and remained standing throughout the whole of the proceedings.

The Acting Chief Justice explained that his learned brothers had been called together because they were of opinion that the sad news which reached the Colony last Sunday morning should not be passed over without some comment, however short, by themselves and by the members of the legal profession, of which the late Mr. Francis was such a conspicuous member. It so happened, he said, that there were not many members of the profession residing in the Colony who had had such a long and happy acquaintance with Mr. Francis as himself. When he began to practice here the late Mr. Francis was the first to welcome him, and to advise him to remain at the Bar. In subsequent years the advice and experience of the late Mr. Francis were always at his disposal, and he invariably benefited by them. After having the honour of taking a seat upon that Bench he could truly say that the legal knowledge, the vast experience of the Colony, and the eloquence of the late Mr. Francis were, on many occasions, a great assistance to him and, he thought he might say, to others as well. Many of them, no doubt, had differences of opinion with Mr. Francis, for as he had often said to him "I dearly love a fight in Court." Those differences, however, died at the door of the Court, and outside, he was sure they would agree with him, it was difficult to find a more genial or generous friend. He did not propose, he said, to go into the history of Mr. Francis in the Colony; that had already been done, but he did not think it was too much to say there were few men in the Colony who had had a more varied career. For more than 40 years Mr. Francis was a solicitor. He joined the legal profession, and became a member of one of the

active firms of solicitors in the Colony, and was then the leading barrister. That, in his opinion, was almost a record in England, as it was entirely by his own doing. In many other directions, also, he was a great assistance to the Colony itself. In conclusion, his Lordship said, it remained to ask them to join in expressing their sincere sorrow and regret at the loss of the Colony, and the legal profession in the Colony, had sustained by the sudden death of Mr. Francis. A few days ago he left them apparently in health, and had now passed away. He would also ask them to join in offering their condolence to the unhappy lady who, in that terrible and unexpected loss, had been bereft of one whom all had known.

The Acting Attorney General said that on behalf of the members of the legal profession in the Colony he desired to express their most hearty concurrence in the eloquent tribute which his Lordship had just paid to their deceased friend, Mr. Francis. They also desired to associate themselves with his Lordship in the expression of sympathy and condolence which he had expressed with his widow upon the sudden loss, which had befallen her. When he first appeared as a barrister in the Court, over 30 years ago, he was acting as a junior to their departed friend. At the time Mr. Francis occupied a pre-eminent position amongst the Bar in the Colony, and that pre-eminent position he continued to keep until his sad and sudden death a few days ago. Not only in the legal profession was the deceased gentleman conspicuous, but he also rendered distinguished public service in this Colony, and the work which he carried out, with his usual vigour and thoroughness, as chairman of the Permanent Committee of the Sanitary Board in the first great plague epidemic, of 1894, will not readily be forgotten by those who had at heart the sanitary welfare of the Colony. It was hardly too much to say that for the last fifteen years the deceased gentleman was pre-eminently identified with every matter of important public interest in the Colony. The China Association, the Navy League Local branch, and the Odd Volumes Society would all of them have cause to regret his loss. He (the Acting Attorney General) was brought into very frequent and close contact with Mr. Francis, and on every occasion he found him a most willing and able worker on the work of those bodies. Perhaps he would be allowed also to mention, in connection with the private life of the deceased, facts which were not sufficiently well-known in the Colony, viz., that on many occasions he performed acts of charity in a quiet and unostentatious manner. He thought there must be many persons in the Colony to whom the sad news of his death came home with a very keen sense of personal loss, and, he ventured to predict that when all differences were forgotten the good which the deceased had wrought would remain green in the minds and lives of many, and would form a lasting memorial, which would not be swept away.

The Court then rose.

BRITISH NORTH BORNEO OPIUM
FARMING.

We understand that the British North Borneo Farms have been let for 3 years by private arrangement to a Chinese Syndicate interested in the Singapore Opium Farm.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE COLLAPSE ENQUIRY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—In connection with the late enquiry into the Cochrane Street disaster there are one or two things I should like to be enlightened upon. In the first place, why was it not a police prosecution? Surely the evidence disclosed enough to warrant this. Is it proper for the gentleman presiding to be so close a relation to one who was known to be a very important witness? Was it right to allow Mr. Tooker to remain in Court all the time, prompting the Crown Solicitor, while another witness was asked to withdraw? Trusting to see these matters thrashed out in your columns, I remain,
Yours, &c.,
S.

Hongkong, September 25th, 1901.

THE PLAGUE.

	Chinese	Other Asiatics	Europeans
Number of cases reported up till noon of the 24th September, 1901	1,557	34	31
Number of cases reported during the past 24 hours	1	0	0

Total number of cases reported to date, 1,643

	Chinese	Other Asiatics	Europeans
Number of deaths reported up till noon of the 24th September, 1901	1,523	36	12
Number of deaths reported during the past 24 hours	1	0	0

Total number of deaths recorded to date, 1,572

Since noon on Saturday last the cases and deaths are—

	Chinese	Other Asiatics	Europeans
Cases	1	1	0
Deaths	1	1	0

Total

Deaths Chinese

Other Asiatics

Europeans

Total

The plague returns for last week were—

Cases

Deaths

COTTAM & Co. for SNOW'S and BUCK-
INGHAM and HECHT'S BOOTS and
SHOES.

THE PUBLIC WORKS DEPARTMENT.

MR. WHITEHEAD'S VIEWS.

We have received the following correspondence between the Hon. T. H. Whitehead and the Government for publication:—

Hongkong, 3rd September, 1901.

Dear Sir Henry Blake,—With reference to the following Resolution, of which I have given notice, viz:—

"That in the opinion of this Council a thoroughly experienced officer of first-class ability in every respect and of considerable professional standing should be secured to fill the office of Director of Public Works, and that this Council would willingly entertain any proposals which might be made by the Government for the provision of a better salary than that hitherto paid."

I understood from your Excellency's remark that you were undecided as to whether the motion was in order, but in the hope that you will allow it, I venture to now make the following remarks, as the next meeting of Council may not take place for some time.

The Public Works Department is the greatest spending Department of the Government. The duties devolving on the Director of that Department are very responsible and most important.

Those difficult and arduous duties must steadily increase year by year with the material progress and the ever expanding commerce of the Colony. If the plague can be kept away from Hongkong there is practically no limit to the further expansion of the trade of the port, which may safely be said to be yet in its infancy.

The development of the New Territory in the Kowloon Peninsula (on which \$736,571.34 of public money has been expended from 1898 to 30th June last) must add largely to the duties of the Director of Public Works.

The work of the office is now so vast in the aggregate that it appears to have already outgrown the capacity of any one man, however able, industrious, or energetic he may be.

In short, the time appears to have arrived for the separation of purely sanitary and municipal work from the public works of the Colony. It is growing more evident every day that the granting of municipal powers to the tax-payers cannot be much longer delayed.

In the interests of the trade and the shipping of the port I am convinced of the imperative necessity of now securing and appointing a thoroughly experienced officer, first-class in every respect and of considerable professional standing, to take charge of the Public Works Department and of the ever increasing duties devolving on that Department in respect of roads, streets, buildings, sewerage, water-works, reclamations, and the many important public works now in progress and in contemplation.

A better salary than that hitherto paid is indispensable, and the Council should willingly vote the same.

Yours very truly,

(Signed) T. H. WHITEHEAD.

His Excellency Sir Henry A. Blake, G.C.M.G.

Government House,

Hongkong, 5th September, 1901.

Dear Mr. Whitehead,—I quite recognise the importance of work to be performed by the Director of Public Works as an administrative official, and I have no doubt that this is fully realised by the Secretary of State, in whose hand the appointment rests. I cannot, however, agree with you that the work of this small Colony cannot be properly supervised by one Director of Public Works, a task that is being successfully performed in Colonies in which much larger works are being carried out than here.

The question of a Municipality will not, I take it, be affected by the appointment of any Director of Public Works, who may be selected by the Secretary of State. Should that question come forward, it will doubtless be considered by His Majesty's Government on its merits, on which I do not desire at present to offer any opinion.

Yours very truly,

(Signed) HENRY A. BLAKE.

The Honourable T. H. Whitehead.

Hongkong, 7th September, 1901.

Dear Sir Henry Blake,—Yesterday afternoon I was favoured with your letter of 5th instant, in reply to my communication of 23rd idem, and take due note of your Excellency's remarks. It is a fact (1) that plague has been epidemic in Hongkong for six consecutive years, (2) that plague has entailed quarantine on the shipping of the port and disastrous results on the commerce of the Colony, (3) that there is considerable overcrowding in several of the districts in the City, (4) that there is insanitation, defective sewerage and drainage, and (5) that there are evidences in existence in Hongkong of jerry-buildings.

There was the collapse or tumbling down of Nos. 32 and 34, Cochrane Street on the night of 14th ult., which resulted in the death of forty-three persons and injury to many others. In regard to the latter collapse and the consequent deplorable loss of life, an enquiry under Ordinance No. 7 of 1886 was held at the Magistracy, but the said enquiry, as reported in the local press, cannot be regarded as in any sense complete or satisfactory, while the Magistrate's decision appears to me to be equally incomplete and unsatisfactory. The enquiry has failed to show who is responsible for the jerry-building or the faulty construction of the said two houses, the collapse of which entailed the loss of forty-three lives? It seems to me that your Excellency would do well to cause the enquiry to be reopened with the object of getting at the real facts and the primary cause of the collapse of the two houses, also of ascertaining the person or persons responsible for the grievous loss of forty-three lives.

COTTAM & CO.'S LATEST SHAPES IN LINEN COLLARS.

Will your Excellency kindly cause me to be furnished with a copy of the Magistrate's decision in question, instead of my having to wait for it until the next meeting of Council?

The local conditions prevailing generally are undoubtedly exceptional, and in many respects far from satisfactory. In addition to the preceding facts, it appears to me that there are other good and sound reasons which would fully justify the Colonial Government urging by telegram on the Secretary for the Colonies the imperative necessity of now securing and appointing a thoroughly experienced officer, first-class in every respect and of considerable professional standing, to take charge of the Public Works Department and of the ever increasing duties devolving on that Department in respect of roads, streets, buildings, sewerage, water-works, reclamations, and the many important public works now in progress and in contemplation, connected with the sanitation of the Colony. In consequence of the general increase in wages and the substantial increase in the cost of living which have recently taken place in Hongkong, I respectfully submit that a thoroughly efficient and capable officer cannot now be obtained at the salary of the office hitherto paid.

Yours very truly,

(Signed) T. H. WHITEHEAD.

His Excellency, Sir Henry A. Blake, G.C.M.G.

Government House,

Hongkong, 9th September, 1901.

Dear Mr. Whitehead,—H.E. the Governor desires me to acknowledge the receipt of your letter of the 7th inst., in reply to his letter of the 5th inst. His Excellency wishes me to say that it would be inconvenient to deal with the matters mentioned in your letter by private correspondence, and to suggest that your requests should be made through the Colonial Secretary, when they will be dealt with in the usual course.

I am to inform you, however, that the matter of the collapse of the houses is being very carefully looked into.

I am,

Yours sincerely,

(Signed) W. L. WARREN.

The Honourable T. H. Whitehead.

Hongkong, 12th September, 1901.

Dear Captain Warren,—Your letter of 5th inst. duly reached me, in which you intimated that His Excellency the Governor desired you to acknowledge receipt of my communication of 7th idem. I beg to express my thanks for His Excellency's reply, and may be permitted to remark that the correspondence on these public questions, which deeply concern the interests of the community, can scarcely be regarded as private. I propose in due course to forward a copy of the letters to the local press for publication, for the information of the members of the Hongkong General Chamber of Commerce, whom I try to represent.

I remain,

Yours very truly,

(Signed) T. H. WHITEHEAD.

Captain W. L. Warren, R.A., Private Secretary, Government House.

Colonial Secretary's Office,

3rd September, 1901.

Sir,—I am directed by the Governor to inform you that His Excellency having considered very carefully the terms of the resolution concerning the office of Director of Public Works, of which you gave notice at the last meeting of Legislative Council, has come to the conclusion that it is not in order and cannot be submitted to the Legislative Council.

I have the honour to be, Sir,

Your obedient servant,

(Signed) C. CLEMENTI,

Acting Clerk of Councils.

The Honourable T. H. Whitehead.

Hongkong, 7th September, 1901.

Dear Sir,—I have been favoured with your letter No. 28 of 3rd inst., intimating that you are directed by the Governor to inform me that His Excellency, having considered very carefully the terms of the Resolution concerning the office of Director of Public Works, of which I gave notice at the last meeting of the Legislative Council, has come to the conclusion that it is not in order and cannot be submitted to the Legislative Council. I beg to ask whether His Excellency objects to the principle of the resolution or merely to the wording thereof. If the latter, will you be so good as to let me know what modification of its terms would render it in order in the opinion of the President of the Council?

I observe that you have marked your communication confidential, which I presume has been done in error, as the same cannot be regarded as in any sense confidential. In the public interests I have given notice of a Resolution, but it appears I am to be debarred from bringing the resolution forward in Council. The Members of the Chamber of Commerce whom I try to represent are surely entitled to know the ruling of the President of the Council on the point, and I shall be glad to learn that the word "confidential" has crept into your letter by mistake.

Yours truly,

(Signed) T. H. WHITEHEAD.

C. Clementi, Esq., Acting Clerk of Councils.

Colonial Secretary's Office,

11th September, 1901.

Sir,—In reply to your letter of the 7th inst., I am directed by the Governor to inform you as to the advisability of appointing an experienced officer of considerable professional standing, such appointments are in the hands of the Secretary of State and not of the Legislative Council, and it is not competent for an unofficial member to propose a resolution to the Legislative Council involving expenditure of revenue.

COTTAM & CO.'S LATEST SHAPES IN LINEN COLLARS.

In reply to the second paragraph of your letter, I regret that my letter of the 3rd instant was marked confidential by a clerical error.

I have the honour to be, Sir,

Your obedient servant,

(Signed) C. CLEMENTI,

Acting Clerk of Councils.

The Honourable T. H. Whitehead.

THE COCHRANE STREET COLLAPSE.

MAGISTRATE'S DECISION.

At the Police Court, this morning Mr. Hazeland gave his decision upon the evidence taken in connection with the re-opened enquiry into the collapse of Nos. 32 and 34, Cochrane Street. It was as follows:—

The evidence in this enquiry does not disclose what was the immediate cause of the collapse of No. 32 and No. 34, Cochrane Street on the night of the 14th day of August, 1901.

The following conditions and circumstances, in my opinion, probably contributed to the said collapse:—

(1.) The existence of a Blacksmith's shop on the ground floor of No. 32, Cochrane Street. It was proved in evidence that vibration has a tendency to weaken the walls of a house.

(2.) On the ground floor of No. 34, Cochrane Street was a cockloft used by the tenant, who was a contractor, for storing beams and planks.

(3.) The defective construction of the party wall between No. 32 and 34, Cochrane Street. It was proved in evidence that the said party wall was badly bonded, and that the heart of the said wall was hollow and filled in with small pieces of bricks.

(4.) The existence of an extra storey, which was put on each of the said houses 6 or 7 months prior to the collapse.

(5.) That the showery weather prior to the collapse, hot one hour and then a heavy shower, would have caused considerable contraction and expansion of the material, and, acting on the old walls, would have considerably tended to the collapse.

(6.) That there was a deviation by the owners from the approved plans while altering the same two houses. The principal deviation being the building of an arch instead of a wall, and the total absence of internal cross walls.

Putting myself in the position of a Coroner's jury I make the following suggestions or riders:—

(a.) That the existence of Blacksmith's shops under tenement buildings should be prohibited.

(b.) That all cocklofts used for storing heavy material be also prohibited.

(c.) That all buildings or work under the Building Ordinance be carried out under the superintendence of a European Architect.

(d.) That the provisions of Section 72 of the Building Ordinance, which casts upon the Director of Public Works the responsibility and duty of approving only of such alterations, and additions to old work or buildings as will render the building with the said alterations and additions absolutely safe (except in cases where the whole of such work or buildings including the old portion of the structure when completed complies with the provisions of the Ordinance), be carried strictly into effect.

(e.) That the provisions of section 75 of the Building Ordinance, which casts upon the Director of Public Works or officers deputed by him the imperative duty of entering, inspecting and surveying every building work during its progress for securing the due observance of the provisions of this Ordinance, be carried strictly into effect.

(f.) That the staff of the Public Works Department at present employed to carry out the provisions of the Building Ordinance is insufficient, and ought to be increased without delay.

After reading the decision, his Worship said he proposed to send the depositions and the riders to the Attorney-General.

Mr. Bowley.—As to the exhibits, will they be attached to the depositions?

His Worship.—I think we had better keep them. They will be required later on.

THE OPENING MATCH OF THE CRICKET SEASON.

Although unavoidably clashing with the date fixed for the Gymkhana meeting, viz., Saturday, September 28th, the opening match will be sure to be well attended to see how the players are shaping. The two sides XXII versus XI will be picked from the following:—

XXII.

L. E. Lambert
A. E. Hanson
W. R. Robertson
A. Humphreys
T. J. Wild
P. W. Goldring
B. W. Grey
J. H. Smyth
Dr. Atkinson
Major Buttenshaw
E. H. Carpenter
C. Paul Chater
C. G. Danby
E. L. Libeaud
W. G. Worcester
E. J. Davies
H. M. Man
T. C. Gray
R. J. Gerrard
J. Hooper
J. P. Jordan
Capt. Radcliffe, R.E.
Lieut. Browne, R.E.
Lt. Stevens, R.E.
J. Brown
Grant Smith
Capt. W. Woodcock
Capt. W. Letten, R.A.

XI.
Major Dorehill, R.A.
Capt. Wymouth, R.A.
F. Maitland
H. Arthur
A. Mackenzie
R. E. E. Krickensbeck
22nd B. I.
J. E. Lee
K. W. Mounsey
Lt. Ross, R.N.
Lt. Clifton Brown, R.N.
Private Preedy, R.W.F.

The XXII will probably be Captained by Hon. T. Sercombe Smith.

COTTAM & CO.'S LATEST SHAPES IN SOFT FELT HATS.

Intimations.

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED, (IN LIQUIDATION).

NOTICE is hereby given that a FIRST and FINAL DIVIDEND of 24 cents per Preference Share will be PAID. Shareholders are requested to send in their Preference Shares at their earliest convenience to the Undersigned, whereupon Payment of the above Dividend will be made.

M. BENNECKE, Liquidator.

Hongkong, 23rd August, 1901. [907]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office on SATURDAY, the 28th instant, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 28th instant, both Days inclusive.

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 18th September, 1901. [1029c]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY-EIGHTH ORDINARY YEARLY MEETING OF THE SOCIETY will be held at the HEAD OFFICE, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 10th October, 1901, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Accounts for the year 1900 and for the half year ending the 30th June, 1901, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to 10th October, both Days inclusive.

By Order of the Board, W. J. SAUNDERS, Secretary.

Hongkong, 16th September, 1901. [1033c]

NOTICE.

A DINNER will be given to the Members of THE STRAITS AND SHANGHAI CRICKET TEAMS during the week ending 16th November, at the CITY HALL.

SUBSCRIPTION \$10.

It is for Subscription will be exhibited at THE HONGKONG CLUB and THE CRICKET CLUB, or Names may be sent in to the Undersigned.

E. GUMPERT, C/o Messrs. CALDECK, MACGREGOR & Co. Hongkong, 23rd September, 1901. [1045c]

WANTED.

AN EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL. Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to THE MANAGER, CRAIGIEBURN HOTEL, Hongkong, 8th August, 1901. [1859c]

IMPERIAL BANK OF CHINA.

WANTED.

AN EXPERIENCED MAN of business to Act as COMPTROLLER from next China New Year. Full Particulars can be obtained on application to the Undersigned.

By Order of the Board of Directors, E. W. RUTTER, Manager. [1812c]

Hongkong, 30th July, 1901.

WANTED.

A CHINESE DRAUGHTSMAN, who is a good Tracer and accustomed to making Ship Drawings. Applications to be made in writing to the Chief Constructor.

J. BLACK, Chief Constructor.

Hongkong, 21st September, 1901. [1040c]

WANTED.

A CHINESE or PORTUGUESE at once, as an ASSISTANT BOOKKEEPER. Salary \$35 to \$40. Apply personally to—

H. RUTTONJEE, Hongkong, 6th September, 1901. [980c]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S HAUTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and F. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c., &c., &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1898. [68]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1897. [197]

Intimations.



The Strong Chain

of evidence of satisfaction that comes from each new place in which

RAINIER BEER

is introduced, proves its merit. The three points in its favor are purity, wholesomeness and a better flavor than any other beverage.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY.

Hongkong, 21st September, 1901. [1028c]

W. BREWER & Co. NEW STOCK.

INDIAN CIGARS. BRIER PIPES. CIGARETTES (in great Variety) TOBACCOS. JOHNSON and NEWTON'S OIL and WATER COLOURS. T SQUARES. SET SQUARES. SKETCHING BLOCKS. SKETCHING BOOKS. DRAWING PAPER, large size by the Yard. Hongkong, 24th September, 1901. [689c]

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER. LEMONADE. GINGER ALE. SARSAPARILLA. RASPBERRYADE. TONIC WATER. LEMON SQUASH. SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO. Hongkong, 29th July, 1901. [733c]

KRUSE & CO., CONNAUGHT HOUSE, HONGKONG.

CIGAR MERCHANTS AND TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR

Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901. [954c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION OF THE BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898. [41]

WE have This Day REMOVED our Offices to the P. & O. Building, Second Floor, No. 22, DES VOUX ROAD, BENJAMIN, KELLY & POTTS, Hongkong, 23rd September, 1901. [1044c]

NEW VICTORIA HOTEL, ROTISSERIE, Meats a la Carte, CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m. Monthly Menu at Moderate Rates. Madar & FETTER, Proprietors. Hongkong, 2nd September 1901. [958c]

M. STEVENS & CO. CARRY IN STOCK A FULL LINE OF "GERMINAL" MANILA CIGARS. T. M. STEVENS & CO. Beaconsfield Arcade, Hongkong, 2nd September 1901. [959c]

WORTH A GUINEA A BOX BEECHAM'S PILLS FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS per Box.

Prepared only by the Proprietor, THOMAS BEECHAM, St. Helena, England. SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA: WATKINS, LIMITED, 40, QUEEN'S ROAD, CENTRAL, HONGKONG.

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

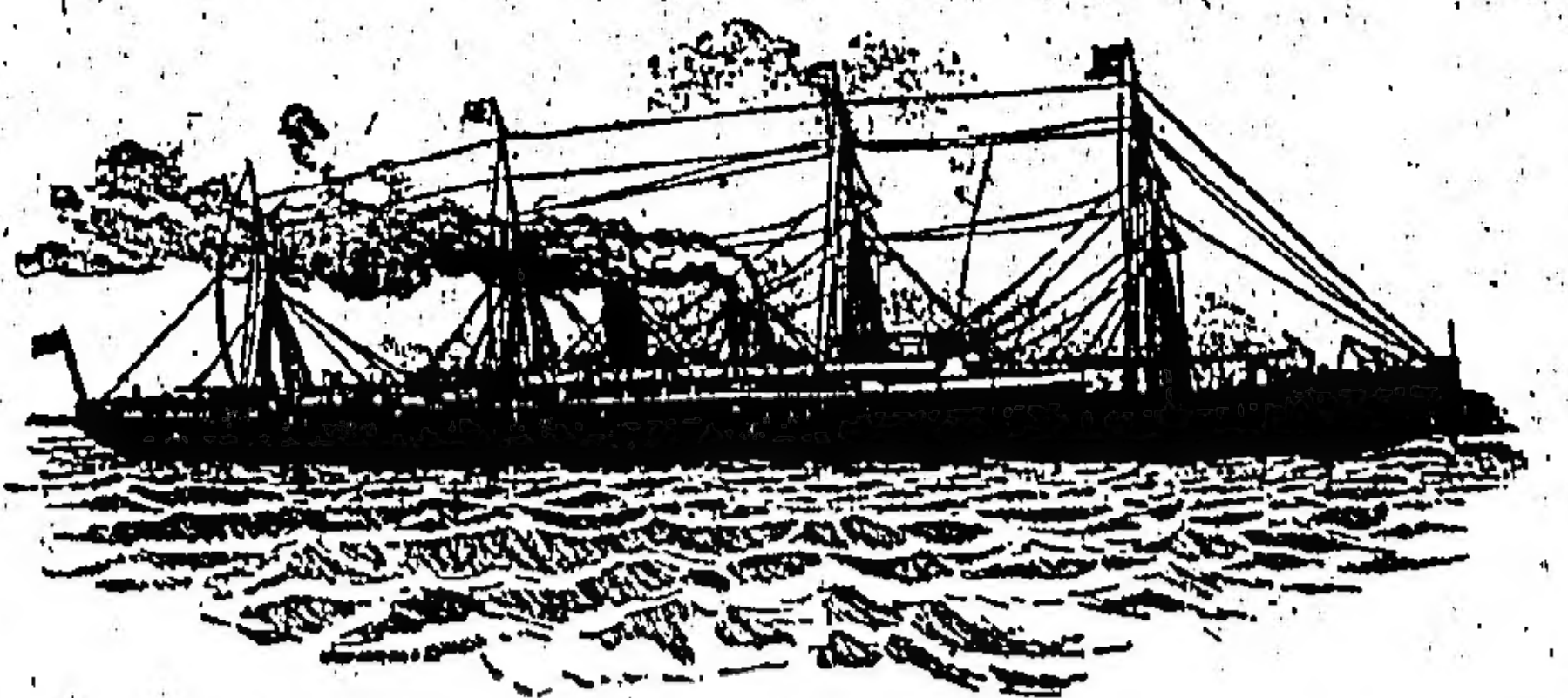
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Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"ALGOA" (P. M. S. S. Co.)	On or about the 5th October.
"CHINA"	SATURDAY, 19th October, at Noon.
"DOBIC"	TUESDAY, 29th October, at Noon.
"PERU"	WEDNESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.

Via Moji, Kobe and Yokohama.

THE O. & O. Company's Steamship "GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 2nd October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding Orders for OVERLAND CITIES in the United States have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

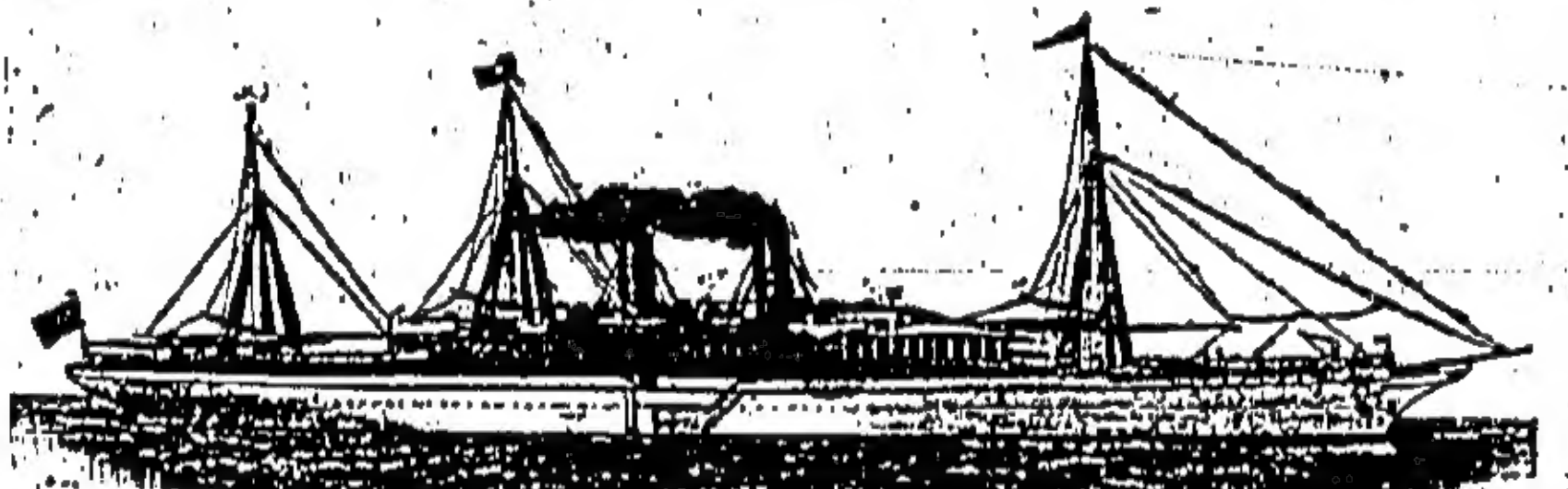
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 25th September, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 23rd October.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 20th November.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R., WEDNESDAY, 20th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRANSIT OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 25th September, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRECHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS: NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARABIA	HAYRE and HAMBURG.	5th Oct. Freight.
Sachs	(Calling at SINGAPORE and COLOMBO).	
KOENIGSBERG	HAYRE, BREMEN and HAMBURG.	19th Oct. Freight and Passengers.
Christiansen	(Calling at SINGAPORE and PENANG).	
BAMBERG	HAYRE and HAMBURG.	2nd Nov. Freight.
Jacobs	(Calling at SINGAPORE and COLOMBO).	
SEGOVIA	HAYRE and HAMBURG.	16th Nov. Freight.
Forck	(Calling at SINGAPORE and PENANG).	
MARBURG	HAYRE and HAMBURG.	30th Nov. Freight.
von Bieker	(Calling at SINGAPORE and COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

No. 7, Queen's Buildings.

Hongkong, 25th September, 1901.

Insurances.

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 14th July, 1901.

7112

"The Time to get
Cake is When it
is Passing."

The time to take life insurance is when you can get it. One day you are insurable—the next you cannot secure insurance at any price. Do you know when your day will come? Do you know that it isn't to-day?

For rates and full particulars apply to

F. KIENE,
The
Equitable Life Assurance
Society,
Hongkong.

Hongkong, 20th September, 1901.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th Mar., 1896.

To be Let.

TO LET.

(From 1st August next).

NO. 3, ORMSBY TERRACE.—KOWLOON.

Apply to

PUN HUNG,
85, Queen's Road Central,
Hongkong, 17th July, 1901.

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.

Apply to—

SANG KEE,
208, Des Vaux Road Central,
Hongkong, 5th September, 1901.

TO LET.

NO. 1, STEWART TERRACE.—THE PEAK.

Apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 31st July, 1901.

TO LET.

GODOWN—No. 5A, DUDDELL STREET.

Apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 31st July, 1901.

TO LET.

A HOUSE in RIFON TERRACE.

Apply to

"THE RETREAT," MOUNT KELLET.
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 31st July, 1901.

TO LET.

For Sale.

A SPECIAL SALE

WILL BE HELD AT THE ITALIAN CONVENT, on behalf of the poor Orphans from the 23rd instant, at 2 P.M., to the 28th, of Ladies' and children's underclothing and other useful and embroidered articles suitable for birthday presents &c.

The prices will be marked on every article. The Superintendess hopes to receive and merit a large share of public patronage.

ITALIAN CONVENT,
20 Caine Road,
Hongkong, 9th September, 1901.

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects.
For List, apply

"STEAM,"

C/o The Hongkong Telegraph.

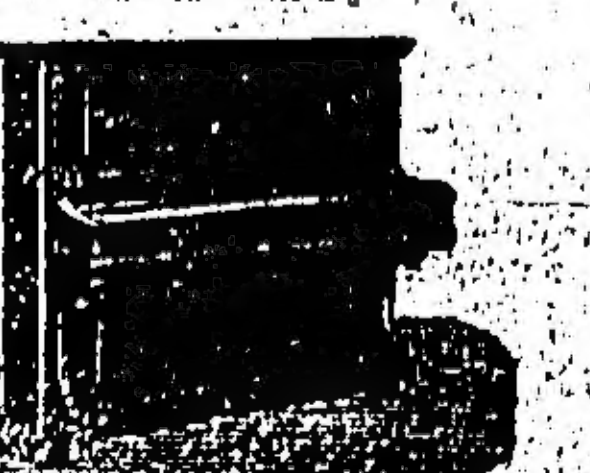
Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to THE ROBINSON PIANO CO., Hongkong, 27th May, 1901.

THE

ROBINSON PIANO CO., LIMITED.



BEST VALUE IN

PIANOS.

MONTHLY PAYMENT SYSTEM

Hongkong, 10th August, 1901.

THE DOUGLAS STEAM-SHIP CO., LIMITED.

The following is the Report for presentation to the shareholders at the eighteenth ordinary general meeting, to be held at the offices of the Company, on Saturday, the 28th day of September, 1901, at noon:—

The General Managers have now to submit to the Shareholders, their Report on the Eighteenth year's working of the Company, ending June 30th, 1901.

With regard to the Debit Balance of last year, to meet which a sum equivalent was to be transferred from the Reserve Fund to credit of Profit and Loss Account, the General Managers, after taking counsel's opinion, found that the Articles of Association did not permit a transfer from Reserve Fund to meet losses, except only such sums as had been expended in upkeep, maintenance and repairs of steamers during the year.

The sum, therefore, of \$57,288.31, which was the amount expended on this account during that year, has been transferred from Reserve Fund to the credit of Profit and Loss Account.

After paying all running expenses, premia of insurance, remuneration to the Consulting Committee and Auditors' fees, there remains a net profit of \$101,087.78: arrived at as follows:—

Profit on working for the year \$109,208.26
Add amount transferred from the Reserve Fund, being Cost of Repairs, Upkeep and Maintenance of Steamers during the year ended June 30th, 1900 57,288.31

Deduct Debit Balance brought forward from 30th June, 1900 65,408.79

Net profit \$101,087.78

Reserve Fund therefore is now \$173,899.07 after the transfer of the above sum of \$57,288.31.

The net profit, as above, it is, with the approval of shareholders, proposed to appropriate as follows:—

To write off, \$41,087.78 from the Book values of the Company's property on 30th June last, and to pay a dividend of 6% on the Capital of the Company, which will absorb a further \$60,000.00.

The General Managers and Consulting Committee venture to hope that the result will be considered satisfactory, in view of the low and unremunerative rates which have continued to rule on cargo to and from the Coast and Formosa, coupled with the high price of fuel.

During the year, several of the Company's steamers have been chartered at times to the Government, to which fact is due a very large part of the profit now shown.

A keen competition is still carried on by the steamers of the Osaka Shosen Kaisha, who have, in addition to their steamers running to Formosa, placed a regular boat on the Foochow line, thereby cutting into the Company's trade with that port. The General Managers have from time approached the management of this line, with the view of advancing rates on the coast and at Tamsui, but up to the present no satisfactory arrangement has been come to.

The steamers of the Company have been maintained in a state of thorough efficiency, and are in first class order.

The amounts appearing as freights due and accounts receivable on 30th June, have all been collected, with the exception of a sum of \$13,727.16, still due from the late Amoy Agents, which is gradually being reduced, and against which the Company has ample security.

Since the last General Meeting, the Hon. J. J. Keswick, and Mr. J. A. Mackay have resigned their seats, and the Hon. J. J. Bell-Irving and Mr. C. H. Thompson have been invited to fill the respective vacancies on the board. The Committee now consists of Messrs. R. Sheehan, C. S. Sharp, C. H. Thompson, and the Hon. J. J. Bell-Irving, who all retire in terms of the Articles of Association, but, being eligible, offer themselves for re-election.

Mr. J. H. Cox, having resigned his position as auditor, Mr. W. H. Potts has been asked to fill the vacancy. The present accounts have been audited by Messrs. W. H. Gaskell and W. H. Potts, who retire, but offer themselves for re-election.

DOUGLAS LAPRAK & Co., General Managers.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday, the 26th September, at 3 p.m.

BUSINESS.

1. Financial Minutes. (Nos. 57, 58 and 59.)
2. Report of the Finance Committee. (No. 9.)

3. The Governor recommends the Council to vote a sum of Fifty thousand Dollars (\$50,000) being a Government Grant in aid of the Queen Victoria Memorial Fund.

4. Report of the Public Works Committee. (No. 5.)

5. Sanitary Bye-laws (Prevention of Epidemic, Endemic or Contagious Disease).

6. Sanitary Bye-laws (Disinfection of Infected Premises).

7. Questions by the Hon. T. H. Whitehead:—

(1) Will the Honourable the Director of Public Works lay upon the Council table, a statement showing—

(a) The number of buildings in the Colony, which have fallen down, from 1st January, 1895, to 16th instant (August);

(2) The names of the owners of the said buildings;

(3) The number of deaths caused thereby;

(4) The number of Coroners' enquiries held in connection with such deaths;

G. GIRAUULT, FRESH GOODS BY EVERY MAIL.

(5) The number of prosecutions, if any, instituted as the result of the said enquiries; and

(6) The causes, so far as ascertained, which have contributed to the tumbling down in each case, and, if the collapse of any or all of the buildings in question have resulted from defective construction, will the Honourable Member inform the Council:—

(1) What precautions, if any, have been taken to prevent the erection of such buildings in the future? and

(2) What precautions, if any, have been taken to prevent a recurrence of a like calamity attended with such heavy loss of life as that which occurred in Cochrane Street on 14th instant in connection with buildings already in existence?

(1) Will the Honourable the Colonial Secretary inform the Council of the approximate number of fishermen employed in taking coral and shells from the sea adjoining the New Territory, and the names of the places where and about the extent of ground over which such fishing is carried on?

8. Notice of Question by the Hon. T. H. Whitehead:—

Will the Honourable the Attorney General lay upon the table a copy of the depositions taken by the Magistrate at the enquiry, held at the Magistracy on 30th August last under Ordinance No. 7 of 1889, into the death of forty-three persons consequent upon the collapse or tumbling down of houses Nos. 32 and 34, Cochrane Street, on the night of 14th idem, together with a copy of the Magistrate's decision or finding thereon?

ORDERS OF THE DAY.

1. First reading of a Bill entitled An Ordinance to apply, a sum not exceeding Three million Seven hundred and Forty thousand Four hundred and One Dollars and Sixty-one Cents to the Public Service of the Year 1902.

2. First reading of a Bill entitled An Ordinance to amend An Ordinance entitled The Weights and Measures Ordinance, 1885, (No. 8 of 1885).

3. First reading of a Bill entitled An Ordinance to amend The New Territories Land Court Ordinance, 1900, (No. 18 of 1900).

4. First reading of a Bill entitled An Ordinance to amend the Public Health Ordinance, 1901, (No. 13 of 1901).

5. First reading of a Bill entitled An Ordinance relating to Copyright in Works of the Fine Arts, and for repressing the Commission of Fraud in the Production and Sale of such Works.

6. First reading of a Bill entitled An Ordinance to amend Ordinance 15 of 1887, and to remove any doubts as to the validity of any matters done under it.

7. Second reading of the Bill entitled An Ordinance to further amend the Jury Consolidation Ordinance, 1887.

8. Second reading of the Bill entitled An Ordinance to amend The Probates Ordinance, 1897, (No. 3 of 1897).

9. Second reading of the Bill entitled An Ordinance to amend The Merchant Shipping Consolidation Ordinance, 1899, (Ordinance 36 of 1899).

10. Second reading of the Bill entitled An Ordinance to amend the law relating to the manufacture of gunpowder and of fireworks, and to regulate the sale and conveyance of gunpowder.

11. Third reading of the Bill entitled An Ordinance to validate Crown leases heretofore made of Foreshore and submerged Lands within the territorial waters of the Colony for reclamation and other purposes and to legalize and facilitate the making of such leases hereafter.

12. Third reading of the Bill entitled An Ordinance to amend and consolidate the Laws relating to Stamps and Stamp Duty in the Colony of Hongkong.

A meeting of the Finance Committee will be held immediately after the Council.

OUR LONDON LETTER.

(From Our Own Correspondent.)

LONDON, August 23rd.

PARLIAMENT.

The conclusion of the first Session of His Majesty's first Parliament came with hardly less satisfaction to the public at large, than to the weary legislators themselves. There can be little doubt that the general dissatisfaction over the conduct, if rather the misconduct of the national business, which has characterized the deliberations of Parliament during the last year or two, is steadily increasing. Whether it will find expression in any reform to be introduced next session, by His Majesty's Government is difficult to say, because the Cabinet itself has come to no decision. The introduction of a Redistribution Bill, having for its real object the reduction of the existing disproportionate representation of Ireland, would possibly receive the support of a section of the Radical party, because it would almost certainly involve the abolition of the Universities' seats, nine in number, and all held by Unionists. Whether this is so or not, a considerable number of Conservatives have unofficially expressed their anxiety that for the present all schemes for the reform of Parliamentary representation should stand over even at the cost of more wasted time next session. Under these circumstances, unless the country speaks with no uncertain voice, the projected Redistribution Bill may not be introduced till the Autumn session of next year.

Mr. Chamberlain now counts on the support of some fifty members of the Opposition on all South African questions, for despite the Reform Club meeting, Mr. Asquith, Sir Edward Grey and their following are clearly dissociated from the remainder of what calls itself the Liberal party on all Imperial matters. This might have been expected, as the South African question is one of the most delicate and important of the day.

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G. GIRAUULT, FRESH GOODS BY EVERY MAIL.

lication of sections, while it absolutely destroys what possibility the obstructionists allow to remain of the rapid transaction of business (by increasing the number of members who feel compelled to speak at length on every subject so that all Parties in the House may find expression of their views) is by many thoughtful persons believed to mark a transition in English Political Theory. Broadly speaking, considerations of internal policy and progress have been in the past, and are nominally in the present, responsible for the distinction between the two great parties of the State.

In the not far distant future the cleavage will rather be between those who stand for the expansion and development of the whole Empire—the Imperial spirit politically and commercially—and those who desire to direct national effort and outlay, towards the protection and advancement of the British Isles only. With the advent of this new departure, the somewhat pitiful brackets, which Lord Rosebery recommended to the Liberal (Imperial) Party will fall away, and an open and uncompromising attitude on the fundamental question will make for vigorous and for mutual respect all round, while men will retain their right to differ, and divide into "cross" groups, on matters internal and nonessential.

The only point in the King's speech proroguing Parliament, except a question of grammar, which appears to excite more than "common-place" comment is the allusion to "my dominions overseas," which is supposed to indicate His Majesty's determination to adopt that form in the new addition to the royal title.

THE WAR.

The week's war news is of considerable interest, including as it does—Lord Kitchener's long despatch dealing in great detail with the operations, respecting which he has hitherto sent only brief telegrams. The chief value of the document lies in the final paragraphs, which present, in a few blunt sentences, the view of an experienced soldier on the nature and quality of the Boer resistance, and which indicate tolerably clearly, that in his opinion the enemy should no longer be conceded belligerent rights. But South African affairs have been within the last few days illustrated by other means than by Lord Kitchener's despatch. Following on the suggestion that Mr. Kruger should authorise privateers to indulge in a little private naval brigandage, on his, and their own account, come details of the negotiations of Dr. Leyds, and his entourage for the purchase of all the French guns now on view at the Earl's Court Military Exhibition. The manufacturer has expressed himself willing, provided his price is paid down, and the Exhibition authorities allow him to cancel his contract. It remains to be seen if either of these conditions can be fulfilled, and if so, what the English Government will have to say in the matter. Finally, after all these difficulties are disposed of there will still remain the question, by what means guns could be landed for the Boers in South Africa?

The publication of "My Life's Record" gives a most suggestive insight into the devious methods by which the pro-Boer Press campaign has been conducted, and such little affairs as this of the French guns arranged, by those who regard all weapons, as lawfully to be used against an opponent. These confessions, as the book might well be called, of the Transvaal agent Mr. Reginald Statham, should be read by everyone desirous of understanding the inside of that agitation on behalf of the enemy still in arms against us, which has disgraced a portion of the British Press, and scandalized the whole watching world. Here is a man with admittedly a criminal record behind him accepted as a member of the Liberal Club, notwithstanding that he came to London in the pay of the Boer Government to advance their cause by any means that might come to his hand.

The Pro-Boer Press opened its columns to him with infinite joy, and through the *Daily News*, the *Daily Chronicle* (before its regeneration) the *Morning Leader*, and the *Manchester Guardian*, he poured out a continual stream of lies and mis-statements, which not one of these papers attempted to check or verify prior to publication. The excuse that the Club and the Pro-Boer Press were ignorant of his identity, though no doubt true, is in itself a condemnation, for it shows that little if any inquiry into Mr. Statham's antecedents could have been made by those responsible for Club or Newspaper, since they permitted a paid agent of the enemy to pose before an unsuspecting public as an unbiased critic of passing events. In a word the book is truly described by

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
TIENSIN	"KIUKIANG"	27th instant.
STOW, AMOY, CPOO and NEWCHWANG.	"ORANGSHA"	28th instant.
SHANGHAI	"TAI MAN"	3rd October.
	"WUJONG"	4th October.
	"SUNGKANG"	5th October.
MANILA	"KAIPOHONG"	8th October.
ILDOLO and CEBU	"ORINGTU"	12th October.
MANILA		
PORT DARWIN, THURSDAY ISLAND,		
COTKOTOWN, TOWNSVILLE, BRIS-		
BANE, SYDNEY and MELBOURNE.		

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"NESTOR"	1st October.
"	"LAERTES"	9th "
"	"DARDANUS"	15th "
"	"MACHAON"	23rd "
"	"PROMETHEUS"	28th "
"	"ACHILLES"	6th November.

HOMEWARDS.

FOR LONDON.	STEAMERS.	DUE.
"AJAX"	"	1st Oct., 1901.
"PYRRHUS"	"	15th "
"CALCHOS"	"	29th "
"NESTOR"	"	12th Nov., "
"MACHAON"	"	26th "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES)		
"ULYSSES"	"	15th Oct., 1901.
"DARDANUS"	"	15th Nov., "

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

NIPPON YUSEN KAISHA.

THE Company's Steamship

"ROSETTA MARU,"
(3,441 Tons Gross; Captain N. Tai), will be despatched for the above Port, on FRIDAY, the 27th instant, at 4 P.M.

This Mail Steamer is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to

A. S. MIHARA, Manager.

Hongkong, 20th September, 1901. [1038c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENSIN VIA SWATOW.

THE Company's Steamship

"LOKSANG," will be despatched as above on SATURDAY, the 28th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 21st September, 1901. [1039c]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 7th October, 1901, at 1 P.M., the Company's Steamship "NATAL," Captain Bous, with Mails, Passengers, Stores and Cargo, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Tunkin*, which vessel takes on her Passengers and Mails leaving that Port on the 10th October, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 6th October. (Parcels are not to be sent on board after this date.)

For further Particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 23rd September, 1901. [1004c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle, about Oct. 10

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about THURSDAY, the 10th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same to accompany cargo despatched to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 24th September, 1901. [1032c]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILONG,"

Captain Balthurst, will be despatched for the above Port, TO-MORROW, the 26th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 23rd September, 1901. [1031c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to TRIESTE)

THE Company's Steamship

"CARINTHIA,"

Captain Marochino, will be despatched as above TO-MORROW, the 26th instant, P.M.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 21st September, 1901. [934c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain Rolfe, will be despatched as above on FRIDAY, the 27th instant, at 5 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 24th September, 1901. [1049c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 1st October, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 24th September, 1901. [1037c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 9th October, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd September, 1901. [321c]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ASAMA,"

Captain F. F. Bement, will be despatched for the above Port, on the 15th December, 1901.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 24th September, 1901. [1052c]

SAILING VESSEL.

FOR NEW YORK.

THE 3/4 A. I. American ship

"MANUEL LLAGUNA,"

will load during September and October, sailing about 25th October.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 8th July, 1901. [727c]

Consignees.

STEAMSHIP "LAOS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Orizaba*, from Havre ex s.s. *Orizaba*, and from Bordeaux ex s.s. *Ville d'Arret*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 24th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining, unclaimed after TUESDAY, the 1st October, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st October, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 1st October, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 24th September, 1901. [1004c]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "RICHMOND CASTLE," FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 1st October, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned, on or before the 1st October, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED, Agents.

Hongkong, 24th September, 1901. [1033c]

Intimations.

WOOD'S VICTORIAN BUTTER.

THE Undersigned begs to notify the Public that he has This Day sold by Public Auction, a quantity of DAMAGED BUTTER in 1 lb and 2 lb Tins.

The Tins have been marked with a Cross, scratched on the Cow's Head.

GEO. P. LAMMERT.

Sole Agent for Wood's Victorian Table Butter in China, Japan and the Philippine Islands.

Hongkong, 23rd September, 1901. [1046c]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE, 5, D'Aguiar Street.

Hongkong, 27th April, 1900. [14]

THE THIRD GYMKHANA MEETING.

Below we give the programme and list of entries in the Gymkhana Meeting to be held on Saturday next. The number of competitors entered is excellent and reflects great credit on the events selected by Mr. Godfrey, C. C. Master to be contested. The great trouble in a series of meetings of this sort is to sustain the interest by having fresh tests at each gathering, and this trouble has been overcome by the originality of the Hon. Secretary. Competitors are asked particularly to be ready for each event they enter for so that there will be no delays. The arrangements are as perfect as care and attention can make them and visitors will understand that apart from the refreshments provided by Messrs. Madar and Farmer in the *Paris Mutuel* building, there is tea, coffee, &c., to be had upstairs at the invitation of the Gymkhana Committee. The novelty of the day will be the Eclipse Stakes, valued at 10,000, and so that there should be no mistake as to the value of the prize it will be paid in cash. All the best horses of the present and the past are entered and a good race should ensue, our fancy being one of the three limit entries. The drum and file band of the R. W. F. will be in attendance.

PROGRAMME.

Under the patronage of His Excellency Sir Henry Arthur Blake, G.C.M.G.; His Excellency Major General Sir William Gascoigne, K.C.M.G.; Commodore F. Powell, R.N., C.B.

Committee:—The Hon. J. J. Bell-Irving, The Hon. C. P. Chater, C.M.G.; Colonel Collard, D.A.A.C.; W. A. Cruickshank, Esq.; V. A. Cesar Hawkins, Esq.; T. F. Hough, Esq.; Captain Loring, R.A.; G. C. C. Master, Esq.; H. P. White, Esq.

Judges:—The Hon. J. J. Bell-Irving and H. P. White, Esq.

Hon. Treasurer:—W. A. Cruickshank, Esq.

Hon. Secretary:—Godfrey C. C. Master.

By kind permission of Colonel the Hon. R. H. Bertie and the Officers, Royal Welsh Fusiliers, the Drums and Pipes of the Regiment will attend.

EVENTS.

The following is the programme:—

THREE QUARTERS OF A MILE—Handicap for all horses and ponies—Four to start or the race to be declared void. Cup presented by the Hon. C. P. Chater. Second to receive \$15.

Mr. P. A. Cox's Lady Mary, 13st 5lbs

Mr. Gunner's Favorite Rose, 11st 5lbs

Mr. David's Loyalist, 12st 12lbs

Capt. Warren's Kangaroo, 10st 12lbs

Mr. Lewis' Innocent, 9st 8lbs

Hon. T. H. Whitehead's Guy Fawkes, 8st 8lbs

TEXT PRICING.—Three runs each at a single peg.—Points will be given for style and pace. Cup presented by Sir Thomas Jackson.

Mr. E. M. Bishop Mr. A. Campbell Mac-

Millan

Mr. P. A. Cox Mr. A. C. Murray

Major Gwynne Captain A. L. F. Smith

Mr. J. Hastings Captain Warren

Captain Loring, R.A. Mr. J. Woodgates

BUCKET AND APPLE RACE.—A number of tub or buckets to be placed in a row, half filled with water from Tytan, with an apple in each. Competitors to start dismounted with no saddles. Mount, slide to buckets and each endeavour to secure an apple with his mouth whilst holding his pony. Mount with apple in mouth. First past winning post with apple in his mouth wins. Any competitor touching the apple at any time with his hand or any part of his body, except the mouth, will be disqualified. Six to compete or no event.

Mr. E. M. Bishop Mr. A. Campbell Mac-

Millan

Mr. P. A. Cox Mr. M. R. C. Nanson

Mr. F. H. Lyon, R.N. Mr. E. C. Pontifex

Mr. H. A. MacIntyre Captain A. L. F. Smith

POLO PONY SCURRY.—For *bond fide* Polo Ponies, the property of playing members of the Polo Club. From Quarter-Mile post in Owners' up. Catch weights over 11 st 7 lbs. An owner entering more than one pony and riding one himself, or unable to ride the weight, to be at liberty to ask another playing member of the Polo Club to ride for him. Weight to be raised if necessary to 11 st 12 lbs. Six to start or no race.

Mr. W. A. Cruickshank's Treacle

Mr. R. J. Cumming's Paddy

Major A. B. Hamilton's Quartz

Major A. Jones' Ring Off

Captain Warren's Wallaroo

Hon. T. H. Whitehead's Byculla

Hon. T. H. Whitehead's Guy Fawkes

OFF SADDLING RACE.—Best of three heats. Start in saddle from somewhere near the Mile Post with saddle properly girthed with two single girths. First past the post fastest with saddle in hand and girths attached wins.

No contrivances for slipping girths allowed.

Six to compete or no event.

Mr. E. M. Bishop Mr. H. A. MacIntyre

Mr. P. A. Cox Mr. A. Campbell Mac-

Millan

Mr. W. Cruickshank Mr. E. C. Pontifex

Captain Loring, R.A. Captain Warren

BALL AND BUCKET RACE.—Competitors to be nominated by a Lady. Such Lady to throw a tennis ball from within a given space to her nominee as he gallops past, which he has to catch and place in a bucket further on. Points will be given for pace. Two runs each.

Mr. L. J. C. Anderson, nom.

Mr. W. A. Cruickshank, nom.

Mr. W. B. Garnett, nom.

Major Gwynne, nom. The Hon. Mrs. R. H. Bertie.

Mr. J. Hastings, nom.

Capt. S. Jones, nom. Mrs. Forsyth.

Mr. F. H. Lyon, R.N., nom. Mrs. Dickson.

Mr. A. C. Murray, nom.

Mr. E. C. Pontifex, nom. Miss Hutchings.

Mr. W. O. Saunders, R.A., Miss Hartigan.

Capt. A. L. F. Smith, nom.

THE ECLIPSE STAKES OF 10,000 COPPER CASH OR CUPS FOR THE FIRST AND SECOND; presented by H. N. Mody, Esq. Scratch to start at the mile post. Each Competitor to send in name and description of horse or pony to be entered by him with weight to be carried.

Mr. P. A. Cox's La Flèche, 10st 8lbs scratch.

Mr.

NOT AND A.

CALENDAR.

SEPTEMBER.
Meteorological means based on fifteen years' observations to 1895.

Barometer.....	29.755
Thermometer.....	81.0
Humidity.....	83.
Rainfall.....	13.482

TO-DAY.
WEATHER REPORT.
 On date at 10 a.m. On date at 4 p.m.
 Barometer..... 29.94 29.83
 Temperature..... 84. 85
 Humidity..... 68 64
 Rainfall.....

TO-DAY.
 Wednesday, 25th September, 1901.
 Chinese—13th of 8th moon of 27th year of Kwang-shu.
 Sun—Rises..... 5hr. 51min.
 Sets..... 5hr. 51min.
 High water—Morning..... 5hr. 51min.
 Afternoon..... 7hr. 36min.
 Low water—Morning..... 0hr. 0min.
 Afternoon..... 1hr. 0min.

ANNIVERSARIES.
 1848—Hungarian War of Independence commenced.
 1857—Relief of Lucknow by Havelock.
 1870—Siege of Paris commenced.
 1900—Collapse of a building in Hollywood Road: two killed, four seriously injured.

TO-MORROW.
 Thursday, 26th September, 1901.
 Chinese—14th of 8th moon of 27th year of Kwang-shu.
 Sun—Rises..... 5hr. 51min.
 Sets..... 5hr. 51min.
 High water—Morning..... 5hr. 51min.
 Afternoon..... 7hr. 36min.
 Low water—Morning..... 0hr. 0min.
 Afternoon..... 1hr. 0min.

ANNIVERSARIES.
 1841—Transport *Nerbudda* wrecked on the coast of Formosa.
 1881—Typhoon on coast of southern Japan, in which British steamer *Eka*, one day out from Nagasaki, is supposed to have foundered with twenty-six Europeans.

AGENDA.

TO-MORROW.
 A. L. S. N. Co.'s steamer *Carinthia* leaves for Singapore and Bombay.
 10 a.m.—D. Co.'s steamer *Hailong* leaves for Swatow.

FRIDAY, 27th.
 A. L. S. N. Co.'s steamer *Carinthia* leaves for Singapore and Bombay.
 4 p.m.—N. Y. K. steamer *Rosetta Maru* leaves for Manila.
 5 p.m.—I. C. S. N. Co.'s steamer *Yuensang* leaves for Manila.

SATURDAY, 28th.
 Noon—P. & O. Co.'s steamer *Chusan* leaves for Bombay.
 Noon—Ordinary Meeting of Shareholders of the Douglas Steamship Co., at the Company's office.
 3 p.m.—I. C. S. N. Co.'s steamer *Loksang* leaves for Tientsin via Swatow.

SUNDAY, 29th.
 O. S. K. Co.'s steamer *Daijin Maru* leaves for Tamsui via Swatow and Amoy.

TUESDAY, October 1st.
 3 p.m.—D. S. Co.'s steamer *Lightning* leaves for Calcutta.
 Cargo ex *Richmond Castle* subject to rent.

WEDNESDAY, 2nd.
 O. S. K. Co.'s steamer *Maiduru Maru* leaves for Anping, via Swatow and Amoy.

MONDAY, 7th.
 1 p.m.—M. M. Co.'s steamer *Natal* leaves for Marseilles via Bombay.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

August 26th.
 Capt. Davis has resumed command of the *Haiching*.
 Mr. Evans, chief officer, has returned to the *Haiching*.
 Mr. Short, and officer of the *Haitan*, has returned to that ship.

August 30th.
 Captain W. Passmore has taken over the command of the *Hainan*.
 Mr. Walters has joined the *Hainan* as 3rd engineer.

September 11th.
 The officers of the *Hainan* (Capt. F. Eichbaum) are—chief officer W. Schaake, and E. Lehmann, chief engineer M. Biese, and C. Petersen, 3rd H. Brandt, assistant engineer, H. Dittmann.

September 20th.
 Mr. D. Bowie is acting and officer of the *Haitan* vice Mr. Short on leave.
 Mr. Attwood has joined the same ship as 3rd officer.

September 23rd.
 The officers of the s.s. *Diamante* (Capt. Rattenbury) are—chief officer A. J. Motley, and A. Fraser, 3rd F. M. Turner, chief engineer J. Hill, and J. Potts, 3rd D. Wilson, doctor S. Castro.

SHIPPING AND MAIL NEWS.

MAILS DUE.
 English (*Bengal*) to-morrow.
 American (*Gaelic*) to-morrow.
 Canadian (*Empress of China*) 30th inst.
 Indian (*Kamsang*) 1st prox.
 German (*Sachsen*) 2nd prox.
 German (*Preussen*) 2nd prox.
 American (*Hongkong Maru*) 2nd prox.
 American (*China*) 10th prox.
 American (*Doric*) 18th prox.

The P. & A. S. Co.'s steamer *Indrapura* sailed from Moul last evening for Hongkong.

The E. & O. S. N. Co.'s steamer *Tientsin* left Singapore for this port on the 25th inst. at 4 p.m.

The D. & Co.'s steamer *Hillgren* left New York for Straits, Hongkong, China, and Japan on the 22nd inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* arrived at Kobe at 8 a.m. to-day, the 25th inst., and left again at 9 a.m. same day for Shanghai where she is due to arrive at 1 a.m. on Saturday the 28th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

<i>Georges Valentine</i>	at Kowloon Dock.
<i>Victoria</i>	" "
<i>Zafiro</i>	" "
<i>Alcoa</i>	" "
<i>Changsha</i>	" "
<i>Canton River</i>	" "
<i>Charterhouse</i>	Cosmopolitan
<i>Munchen</i>	" "

SWATOW WEEKLY SHIPPING REPORT.

(September 21st, 1901.)

Date.	Vessel.	Where from.	Agents.
Sept. 19	Whampoa	Shanghai via Amoy.	D. & Co.
19	Hainan	Hongkong	J. M. & Co.
19	Singapore	Cebu & Newburg	E. & S.
19	Daijin Maru	Hongkong	B. & Co.
19	Kakahu	Amoy	J. M. & Co.
19	Haitan	Hongkong	B. & Co.
19	Daijin Maru	Amoy	J. M. & Co.
19	Wooning	Hongkong	B. & Co.
19	Maiduru Maru	Amoy	B. & Co.
19	Jawawongse	Langkok	B. & Co.
19	Anging Maru	Amoy	J. M. & Co.
19	Haitan	Hongkong	J. M. & Co.
19	Choyang	Amoy	" "

VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. W. H.	Irving, Mr. E. A.
Andrew, Mr. D. A.	Jewett, Mrs.
Angus, Mrs.	Johansen, Mr. and Mrs.
Arnold, Mr. H.	Joseph, Mr. and Mrs.
Bailey, Mr. W. S.	E. S.
Barlow, Mr. B. J.	Katsch, Mr. E. A.
Bell, Mr. J. T.	Kiene, Mr. and Mrs. F.
Black, Mr. J.	Langhorne, Mr. M. M.
Bonner, Mr. A.	Lazarus, Mr. N.
Brown, R. E., Major W.	Littledale, R. E., Major
Bullard, Mrs. W. H. T.	Long, Mr. & Mrs. D. M.
Bullard, Master B. T.	Mackie, Mr. Gbrdon
Busstow, Mr.	Marlow, Mr.
Cameron, Mr. D. H.	McLellan, Mr. and
Carre, Mr. R.	Mrs. E. E.
Clark, Dr.	Michael, Mr. S. J.
Cole, Mr. G. E.	Mora, Mr. and Mrs.
Colombo, Mr. G.	Parfitt, Mr. W.
Colson, Mr. J. S.	Parfitt, Mr. W.
Cook, Mr. John	Pearse, Dr. W. W.
Cylindar, Mr. M.	Piry, Mr. S. D.
Denroche, Mr. P. C.	Pitcher, Mr. A. J.
Devilbiss, Mr. D. M.	Price, Mr. H.
Discombe, Mr. G. M.	Quennell, Lieut. W. A.
Dorehill, R. A., Major	Reel, Dr. L. R.
Dunsford, Capt. & Mrs.	Reid, Mr. A.
and child	Robertson, Mr. W. R.
Dyson, Major P. S.	Rouse, Miss
Edwards, Mr. F. W.	Schouw, Mr. C.
Fernald, Mr. and Mrs.	Sergeant, Mr. P. W.
Field, Mr. A. G.	Simpson, Mr. A. E.
Fischer, Mr.	Smith, Mr. T. J.
Franklin, Mr. and Mrs.	Smithers, Mr. R. G.
Gibson, Mr. Kennedy	Snawin, Mr. E. A.
Glover, Mr. C.	Stafford, Mr. T. C.
Grant, Mr. John	Taylor, Mr. D. G.
Guignard, Mr. E.	Thomson, Dr. and Mrs.
Hamilton, Mrs.	J. C. and child
Harford, Capt.	Tibbey, Mr. H. M.
Hawkins, Mr. J. A.	Trobe, Mr. N. G.
Heckford, Mr. R. G.	Wakeman, Mr. G. H.
Houten, Mr. J. van	Watts, Mr. and Mrs.
Howard, Mr. Thos.	Frank W.
Hovkins, Mr. and Mrs.	Whiley, Mr. W. J. G.
H. L.	Whitton, Mrs.
Hughes, Mr. W. K.	Woolen, Mr. J. J.
Huke, Mr. A. N.	Young, Mr. E. S.
Innes, Capt.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Bacon, Miss	Jeffries, Mr. H. N.
Baulton, Mr. J. F.	Lee, Mr. J. E.
Beattie, Mr. James	Martin, Mr. R.
Bonnar, Mr. J. W. C.	May, Mr. A. J.
Brown, R. E., Col. L. F.	McDermott, Mr. A. P.
Brayne, Mr. H. F. R.	McMillan, Mr. & Mrs.
Brusse, Mr. G.	Miller, Mr. and Mrs.
Collard, Col. A. W.	Perotti, R. A., Colonel
Crookenden, Col.	Pitt, Mr. John, R.N.
Davey, Mr. George H.	Pollock, Hon. H. E.
Davies, Mr. W.	Quinn, Mr. H. E.
Detrick, Mr. and Mrs.	Rumsey, R.N., Hon.
and children	R. Murray
Drake, Capt. and Mrs.	Sawyer, Mrs.
Dixon, Mr. F.	Sinclair, Mr. A.
Elliott, Mrs.	Stokes, Mr. A. G.
Ezekiel, Mr. J. S.	Thomson, Mr. J. S.
Forbes, Mr. Andrew	Wheeler, Mr. W. H.
Fraser, Mr. and Mrs.	Wilgess, Mr. W. T.
H. W.	Wilson, Mrs. W. and
Graham, Mr. D. M.	child
Gunprecht, Dr.	Wright, Mr. and Mrs.
Hamilton, Major	H. Taylor
Jameson, Mr. Phillips	

CRAIGIEBURN.

Bells, Mr. H.	Holms, Mr. W.
Brown, Mr. and Mrs.	Langlands, A.O.D.
H. Matheson	Capt. and Mrs. P.
Crouch, Mr. J. W.	Pye, Mr. E. Burns
Edwards, Mr. G. H.	Scott, Mrs. James
Farrow, Capt. J.	Sisters, Govt. Civil
Grimble, Mr. & Mrs. G.	Hospital
Hamilton, Capt. and	Surplice, Mr. and Mrs.
Mrs. C. E.	F. R. C.
Heemskerck, Mr. J. J. B.	

KOWLOON HOTEL.

Connally, Miss K.	Holden, Mr. Geo. H.
Fernandez, Mr. & Mrs.	Holden, Capt. H. N.
J. B.	Nobbs, Prof. A. P.
Harges, Mr. H. M.	Riegen, Mr. V.
Harman, Mr. T. O. B.	Schmidt, Mr. C.

OPIUM QUOTATIONS.

Hongkong, 25th September.

To-day's quotations are as follows:—

BENGAL—New Patna	@	\$ 930
New Benares	@	910
Old Benares	@	940
Old Patna	@	970

nom. Per picul.

MALWA—This and last year's new @	\$ 860/90
2 1/2 years' old	@ 880/90
4 1/2 years' old	@ 900/910
Putturloe	@ 920

PERSIAN—Fine quality

@	800/830
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THE SHARE MARKET.

LATEST QUOTATIONS.

(SEPTEMBER 25th.)

COMPANIES.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Corporation	\$ 125	\$60 1/2 sales
The Bank of China and Japan, Limited—(Preference)	£ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£ 10 1/2
The Bank of China and Japan, Limited—(Deferred)	£ 4	£ 5 1/2
National Bank of China, Limited	£ 8	\$28 buyers
Do.	£ 1	\$15 sellers

Marine Insurances.

Union Insurance Society of Canton, Limited	\$ 50	\$340 sales
China Traders' Insurance Company, Limited	\$ 25	\$60 sellers
North China Insurance Company, Limited	\$ 25	Tails 192 1/2
Yangtze Insurance Association, Limited	\$ 60	\$122 1/2
Canton Insurance Office, Limited	\$ 50	\$170 sellers
Straits Insurance Company, Limited	\$ 20	nominal

Fire Insurances.

Hongkong Fire Insurance Company, Limited	\$ 50	\$340
China Fire Insurance Company, Limited	\$ 20	\$82 buyers

Shipping.

Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$34 1/2 buyers
Indo-China Steam Navigation Company, Limited	£ 10	\$134 buyers
China and Manila Steamship Company, Limited	\$ 50	\$59 sellers
Douglas Steamship Company, Limited	\$ 50	\$43 sales
China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	nominal
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 5	nominal
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	£ 7.10	nominal
Star Ferry Company, Limited	\$ 10	\$244 buyers
"Shell" Transport and Trading Company, Limited	£ 1	£ 2 1/2 sellers

Refineries.

China Sugar Refining Company, Limited	\$ 100	\$150
Luzon-Sugar Refining Company, Limited	\$ 100	\$36 sellers

Mining.

Punjom Mining Company, Limited	\$ 9	\$5 sellers
Punjom Mining Preference Shares	\$ 1	\$1.25
Société Française des Charbonnages du Tonkin	Francs 250	\$325
Queen Mines, Limited	Cents 25	5 cents
Jebebu Mining and Trading Company, Limited	£ 18s. 10d.	\$44 buyers
Raub Altian Gold Mining Company, Limited	\$ 5	\$12 1/2 buyers
Olivers Freehold Mines, Limited A	\$ 5	nominal
Olivers Freehold Mines, Limited B	\$ 5	nominal

Docks, Wharves and Godowns.

Hongkong and Whampoa Dock Company, Limited	\$ 50	\$27 1/2 sales
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$99 sellers
Wanchai Warehouse and Storage Company, Limited	\$ 37 1/2	nominal
New Amoy Dock Company, Limited	\$ 61	\$25 buyers

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Company, Limited	\$ 10	\$97 1/2
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$100
Kowloon Land and Building Company, Limited	\$ 30	\$31 buyers
West Point Building Company, Limited	\$ 50	\$54 buyers
Hongkong Hotel Company, Limited	\$ 50	\$126
Oriente Hotel Company, Limited	\$ 50	\$55 buyers
Humphreys Estate and Finance Company, Limited	\$ 10	\$13 1/2 sales

Cotton Mills.

Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 70	\$14 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 40
International Cotton Manufacturing Company, Limited	Tails 100	Tails 30
Lai-kung-mow Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 45
Soy Chee Cotton Spinning Company, Limited	Tails 500	Tails 300
Yahloong Cotton Spinning Company, Limited	Tails 100	Tails 10

Cigar Companies.

Alhambra, Limited	\$ 500	\$1,000 nominal
Philippine Tobacco Trust Co., Limited	\$ 50	\$50 nominal

Miscellaneous.

Green Island Cement Company, Limited	\$ 10	\$21 sales
China-Borneo Company, Limited	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$15 1/2 sales
Watkins, Limited	\$ 10	\$10 sales
Hongkong Electric Company, Limited	\$ 10	\$12 1/2 buyers
Hongkong Electric Company, Limited	\$ 5	\$6 1/2 sales
Hongkong and China Gas Company, Limited	£ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$17 1/2 buyers
Geo. Fenwick & Co., Limited	\$ 25	\$55 sellers
Hongkong Ice Company, Limited	\$ 25	\$163 buyers
Hongkong High-Level Tramways Company, Limited	\$ 100	\$275 buyers
Dairy Farm Company, Limited	\$ 50	\$8 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$20 buyers
Lampbell, Moore & Co., Limited	\$ 10	\$10
Bell's Asbestos Eastern Agency, Limited	\$ 10	\$10
United Asbestos Oriental Agency, Limited	\$ 4	\$2 sellers
Tebrau Planting Company, Limited	\$ 5	\$10 buyers
Universal Trading Co., Limited	\$ 20	\$38 buyers
Hongkong Steam Water-boat Co., Limited	\$ 50	\$20 sellers
China Light and Power Co., Limited	\$ 20	\$50
Robinson Piano Co., Limited	\$ 50	\$50 nominal
Manila Investment Co., Limited	\$ 50	\$50 nominal

BENJAMIN, KELLY & POTTS,
 Share Brokers.
 Telegraph Address—"Rialto"
 Telephone No. 148.

STEAMERS EXPECTED.

VESSEL'S NAME	FLAG & RIG	CAPTAIN	FROM	AGENTS	DUE
Gaelic	B str.	Wm. Finch	Shanghai	O. & O. S. S. Co.	To-morrow
Bengal	B str.	A. L. Valentini	Singapore	P. & O. S. N. Co.	To-morrow
Empress of China	B str.	R. Archibald, R.N.R.	Vancouver	C. P. R. Co.	Sept. 30th
Hongkong Maru	I str.	W. E. Filmer	San Francisco	P. M. S. S. Co.	Oct. 2nd
Sachsen	G str.	H. Supner	Colombo	Malchers & Co.	Oct. 2nd
Preussen	G str.	E. Prehn	Japan	Malchers & Co.	Oct. 2nd
China	A str.	W. B. Seabury	San Francisco	P. M. S. S. Co.	Oct. 10th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

CHINA COAST METEOROLOGICAL REGISTER.

24TH SEPTEMBER, 1901, P.M.

STATION.	HOOR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND.	WEATHER.
Wladivostok	2 p.m.	—	—	—	—	—
Tokio	"	29.94	—	—	S	8
Kochi	"	29.87	—	—	E	2
Nagasaki	"	29.87	—	—	SW	4
Kagoshima	"	29.95	—	—	E	0
Taihouku	1 p.m.	29.93	—	—	N	2
Taihu	"	29.87	—	—	W	6
Tainan	"	29.91	—	—	NE	4
Koshun	"	29.91	—	—	NW	4
Pescadores	"	29.91	—	—	SE	1
Gutlaif	3 p.m.	29.95	85	67	E	1
Sharp Peak	"	29.89	80	74	E	1
Amoy	"	29.91	85	58	SE	5
Swatow	"	—	—	—	—	—
Canton	"	29.88	94	61	SW	1
Hongkong	4 p.m.	29.87	84	69	SSE	1
Victoria Peak	"	—	—	—	N	2
Gap Rock	"	29.85	—	—	ESE	2
Macao	"	29.87	86	—	S	1
Haiphong	1 p.m.	—	—	—	—	—
Manila	4 p.m.	29.76	90	66	SW	1
Malate	3 p.m.	—	—	—	W	2
Bacolod	"	—	—	—	SW	2
Iloilo	"	29.81	83	—	W	2
Cebu	"	29.80	83	—	W	0
Cape S. James	"	—	—	—	WNW	1

25TH SEPTEMBER, 1901, A.M.

Wladivostok	7 a.m.	—	—	—	—	—
Tokio	10 a.m.	—	—	—	—	—
Kochi	"	—	—	—	—	—
Nagasaki	"	—	—	—	—	—
Kagoshima	"	—	—	—	—	—</

Post Office.

1 Mail 11:10 a.m. —

For Canton—Per *Hankow*, to-morrow, the 26th instant, at 7:30 a.m.
 For Swatow—Per *Hailong*, to-morrow, the 26th instant, at 9 a.m.
 For Bangkok—Per *Devanagiri*, to-morrow, the 26th instant, at 9 a.m.
 For Macao—Per *Heungshun*, to-morrow, the 26th instant, at 1:15 p.m.
 For Shanghai—Per *Loongmoon*, to-morrow, the 26th instant, at 2 p.m.
 For Kuching—Per *Kachidate Maru*, to-morrow, the 26th instant, at 3 p.m.
 For Kuching and Samahai—Per *Tung-kong*, to-morrow, the 26th instant, at 3 p.m.
 For Chefoo and Newchwang—Per *Hermann*, to-morrow, the 26th instant, at 3 p.m.
 For Shanghai—Per *Calcutta*, to-morrow, the 26th instant, at 3 p.m.
 For Singapore and Bombay—Per *Carinthia*, to-morrow, the 26th instant, at 4 p.m.
 For Kobe and Yokohama—Per *Yubaki Maru*, to-morrow, the 26th instant, at 5 p.m.
 For Canton—Per *Potomac*, to-morrow, the 26th instant, at 5 p.m.
 For Taku—Per *Eridan*, on Friday, the 27th instant, at 11 a.m.
 For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Ratilla Maru*, on Friday, the 27th instant, at 3 p.m.
 For Tientsin—Per *Kiuling*, on Friday, the 27th instant, at 4 p.m.
 For Europe, via India, via Taitoria—Per *Chusan*, on Saturday, the 28th instant, at 11 a.m.
 For Swatow and Tientsin—Per *Loongmoon*, on Saturday, the 28th instant, at 2 p.m.
 For Singapore, Penang and Calcutta—Per *Lightning*, on Tuesday, the 1st Oct. at 2 p.m.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Guelic*, on Wednesday, the 2nd Oct. at 11 a.m.
 For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Arilla*, on Thursday, the 3rd Oct. at 10 a.m.
 For Europe, via India, via Taitoria—Per *Freussen*, on Thursday, the 3rd Oct. at 11 a.m.
 For Shanghai—Per *Tsinan*, on Thursday, the 3rd Oct. at 4 p.m.
 For Moji, Kobe, Yokohama, San Diego and San Francisco—Per *Strathgyle*, on Thursday, the 10th Oct. at 3 p.m.
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Chingtu*, on Saturday, the 12th Oct. at 4 p.m.

EXCHANGE.

Hongkong, 25th September.
 ON LONDON, Telegraphic Transfer 1/11 1/2
 Bank Bills, on demand 1/11 3/16
 Credits, 4 months' sight 1/11 9/16
 Debits, 4 months' sight 1/11 11/16
 ON HERLIN, (demand) M. 1/9
 ON PARIS, Bank Bills, on demand 2/4
 Credits, 4 months' sight 2/4
 ON NEW YORK, Bank Bills, on demand 40 1/2
 Credits, 30 days' sight 47 1/2
 ON BOMBAY, Telegraphic Transfer 1/4 1/2
 ON SHANGHAI, Telegraphic Transfer 73
 Private 30 days' sight nom.
 ON YOKOHAMA, T.T. 5 1/2 prem.
 Sovereigns, Bank's Buying Rate 510 3/4
 Gold Leaf 100 touch, per tael 53 3/4
 Bar Silver 26 15/16
 Dollars nom.

RIVER STEAMERS, BOATMEN, AND LOCHAS.

Falshan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Hon-nan, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Potomac, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,152, C. V. Lloyd, Butterfield & Swire.
Hoi-long, Chinese steamer, 409 tons, Captain Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.

Heungshun, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.
 Canton and West River.
Lungshan, British steamer, 141, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
City of Whampoa, Chinese steamer, 40, Ah Yon.
Sun Chow, Chinese steamer, Ah Yon.

Hongkong and West River.

Salkong, British steamer, 259, D. Howie, Kwong Wang Steamship Co.
Cheng Kong, Y. Kun, 58, Kwong Wan S.S. Co.
Kwai Lum, British steamer, Kai Hing & Co. Ltd., American lorch.
Nanning, British steamer, J. Lossius, Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutling, lorch, 160, Reynolds, Hongkong to Canton, Hong Kum Sing.

VESSELS IN PORT.

Steamers.

ALGOA, British steamer, 1,252, Hansford, 24th Sept., Seattle 1st Aug., and Manila 21st Sept., Hemp. — Doddwell & Co., Ltd.
APENRADE, German steamer, 611, H. Lorenzen, 21st Sept., Hoihow 20th Sept., General. — Jebben & Co.
CALCUTTA, British steamer, 4,278, T. Bartlett, 23rd Sept., Singapore 18th Sept., General. — Butterfield & Swire.
CARINTHIA, Austrian steamer, 1,734, Marochino, 24th Sept., Shanghai 21st Sept., General. — Sandtner & Co.
CHAMBERS, British steamer, 1,262, T. Moore, 12th Sept., Shanghai 9th Sept., General. — Butterfield & Swire.
CHARTERHOUSE, British steamer, 1,278, Jolin, 20th Sept., Singapore 13th Sept., General. — Joo Tek Sang.
CHIRANG CHOW, British steamer, 1,213, H. C. D. Frampson, 24th Sept., Penang and Singapore 17th Sept., General. — Chinese.

CLARA, German steamer, 675, Ulderup, 22nd Sept., Hoihow 20th Sept., General. — Jebben & Co.
DEVANAGIRI, British steamer, 1,037, H. Taylor, 20th Sept., Swatow 19th Sept., General. — Butterfield & Swire.
ELICANO, American steamer, 501, R. de Alencastre, 3rd Sept., Manila 31st Aug., Ballast. — Harwood & Co.
HAIBONG, British steamer, 784, H. Bathurst, 24th Sept., Haiphong 22nd Sept., Rice. — Douglas, Lapraik & Co.
HERMAN MENZEL, German steamer, 1,125, Shilt, 18th Sept., Newchwang 12th Sept., Beans. — E. A. Trading Co.
KOH-SI-CHANG, German steamer, 1,291, Leuss, 21st Sept., Bangkok 14th Sept., General. — Butterfield & Swire.
LIGHTNING, British steamer, 2,142, J. G. Speace, 20th Sept., Calcutta 31st Aug., Penang and Singapore 14th Sept., General. — David, Sassoon Sons & Co.
LOONGMOON, German steamer, 1,245, R. Schuldt, 9th Sept., Canton 9th Sept., General. — Siemens & Co.
LOOSOK, German steamer, 1,020, T. Fuchs, 23rd Sept., Bangkok 16th Sept., Rice. — Butterfield & Swire.
MACDUFF, British steamer, 1,882, R. Glegg, 22nd Sept., Moji 15th Sept., Coal. — Doddwell & Co., Ltd.
PIRA NANG, German steamer, 1,021, Mangelsdorff, 24th Sept., Bangkok and Koh-si-chang 17th Sept., Rice and Wood. — Butterfield & Swire.
ROSETTA MARU, Japanese steamer, 2,402, N. Tate, 24th Sept., Yokohama via Ports 17th September, General. — Nippon Yusen Kaisha.
SHAMPOO, German steamer, 1,684, H. Ribbelmund, 23rd Sept., Manila 20th Sept., Ballast. — Melchers & Co.
TAKSANG, British steamer, 977, W. P. Baker, 22nd Sept., Bangkok 16th Sept., General. — Jardine, Matheson & Co.
TRIGONIA, British steamer, 1,009, Powell, 20th Aug., Shanghai 10th Aug., Kerosene. — Arnold, Karberg & Co.
VICTORIA, American steamer, 2,112, J. Pantan, 1st Aug., Tacoma, U.S.A. 4th July, General. — Doddwell & Co., Ltd.
VICTORIA, Swedish steamer, 989, J. A. Hillberg, 22nd Sept., Java 11th Sept., Sugar. — E. A. Trading Co.
YUE-NANG, British steamer, 1,123, P. I. R. R. N.R., 24th Sept., Manila 20th Sept., General. — Jardine, Matheson & Co.

Sailing Vessels.

CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May, Manila 9th Aug., Ballast. — Order.
GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug., Haiphong 15th Aug., Ballast. — Order.

HELEN H. WYMAN, American ship, 1,664, D. A. Vanhorn, 10th Sept., Chefoo 28th Aug., Ballast. — Arnold, Karberg & Co.
I. P. CHAPMAN, American ship, 2,013, Chapman, 10th Aug., Kobe 19th July, General. — Arnold, Karberg & Co.
KENTMERE, British ship, 2,347, Bundy, 19th Sept., New York 5th May, Oil. — Standard Oil Co.
LAUNBERG, American bark, 906, McDougall, 14th Aug., Cebu 6th Aug., Ballast. — Master.
L. SCHIPP, American ship, 1,673, Kendall, 5th July, Manila 25th June, Ballast. — Carlowitz & Co.
MANUEL LLAGUNA, American ship, 1,650, Nichols, 29th June, New York 3rd Mar., Kerosene Oil. — Standard Oil Co.
SEA WITCH, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast. — Master.
STATE OF MAINE, American ship, 1,467, Colcord, 8th Sept., New York 4th May, Kerosene. — Standard Oil Co.
SUSQUEHANNA, American ship, 2,590, M. T. Bailey, 24th July, Manila 17th July, Ballast. — Siemens & Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 25th, 1901.
Alacrity, despatch vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easlake, Wei-hai-wei.
Albion, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewett, Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Shanghai.
Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starlin, Woosung.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.
Astraea, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Amoy.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.
Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,763 i.h.p., Captain Sir G. J. S. Warrender, Bari, Nagasaki.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Taku.
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.
Drish, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander Sir B. Bourchier Wrey, Bari, Nagasaki.
Britannia, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. Comdr. E. A. Baird, Taku.
Daphne, sloop, 1,140 tons, 6 guns, 3,000 i.h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.
Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.
Edinburgh, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. Stokes, Amoy.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., Esq., coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut. Comdr. F. Blunt, Chinkiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.
Firebrand, 3rd-class gunboat, 457 tons, 4 guns, 360 i.h.p., Lt. and Comdr. F. M. Leake, Canton.
Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. Carter, Wei-hai-wei.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Winz, Shanghai.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Hardy.
Humber, storeship, 1,640 tons, 800 i.h.p., Comdr. H. J. Davison, Hongkong.
Iris, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, V.O., Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,000 i.h.p., in reserve.
Ocean, 1st-class gunboat, 1,250 tons, 13,500 i.h.p., 16 guns, Hon. G. C. Curzon, Howe, C.B., Lt. and Comdr. F. M. Leake, Canton.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.
Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Comdr. C. P. Mansel, Taku.
Phant, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Canton.

Pique, twin screw, 2nd-class cruiser, 4,300 tons, 6 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.
Plover, 1st-class gunboat, 457 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. U. V. de M. Cowper, Shanghai.
Rambler, surveying ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.
Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. C. F. Corbett, Shanghai.
Robin, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. Comdr. G. G. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Capt. C. Hamilton, Singapore.
Sandpiper, British river gunboat, 85 tons, 2 guns, 240 i.h.p., Lt. Comdr. Carr, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 i.h.p., in reserve Hongkong.
Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Wei-hai-wei.
Tamir, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrill, 1st-class battleship, 14,200 tons, 30 guns, 3,500 i.h.p., Capt. Percy Scott, C.B., Wei-hai-wei.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut. Comdr. Lyne, Shanghai.
Whiting, twin screw, torpedo-boat destroyer, 460 tons, 6 guns, 6,000 i.h.p., Lt. Comdr. Mackenzie, U.S.A., Wei-hai-wei.
Witmer, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
Woodcock, river gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut. Comdr. Watson, Kiating.
Woodruff, river gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut. Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.
Katerin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. Wiber, Singapore.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 9,000 i.h.p., Capt. J. P. Rossum, Swatow.
Leopard, Austrian cruiser, 1,800 tons, Captain Müller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. B. Bleig, Wei-hai-wei.
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,750 i.h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.
Zenta, Austrian cruiser, 2,200 tons, Captain Runst, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vasilchikov, at Tientsin.
Alouet, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.
Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons twin screw, 34 guns, 7,000 h.p., Comdr. Shadrin, at Taku.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikoff, at Taku.
Gremiatzki, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.
Korvetes, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.
Mandjory, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Venish, at Nagasaki.
Nayadnail, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Olusany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copranoff, at Shanghai.
Petroflovsk, Russian battleship, 12,000 tons, Capt. Grevalis, at Nagasaki.
Polstava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rostia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.
Rozhynski, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komarov, at Singapore.
Rurik, Russian flag ship, 15,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,800 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sisib, Russian battleship, 10,900 tons, 14 guns, 8,500 i.h.p., Capt. Molias, at Taku.
Sivuch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Swaborg, 1st class, Russian torpedo boat, 60 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
Vesud, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vladiv, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.
Zabitska, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Janchich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kasaka, Russian torpedo boat, 350 tons, Capt. K. Nagasaki, at Shanghai.
Kit, Russian torpedo boat, 350 tons, Captain Nivarsky, at Shanghai.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorossi, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Podoroski, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sitka, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skat, Russian torpedo boat, 350 tons, Captain Shmirnov, at Shanghai.

Sharkian, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sokolnik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Som, Russian torpedo boat, 400, Capt. A. Gier, at Shanghai.
Stachka, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sifan, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Suzur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borzo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 * Flagship of Vice-Admiral Alexieff.
 * Flagship of Rear-Admiral F. V. Dubosoff.
 * Flagship of Rear-Admiral Reunoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassowitz, at Shanghai.
 * First *Risamarck*, German flag ship, 11,000 tons, 35 guns, Capt. Graf Lotke, at Taku.
Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollman, at Amoy.
Geier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.
 * * * *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.
Hela, German despatch vessel, 2,000 tons, 12 guns, Capt. Rampold, at Woosung.
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Uesedom, at Shanghai.
Ilia, German gunboat, 900 tons, 10 guns, Lieut. Comdr. Schaner, Practice.
Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Fochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gülich, at Amoy.
 * *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.
Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Haikow.
Siedler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstätt, at Shanghai.
Weissburg, German battleship, 10,100 tons, 40 guns, Capt. Heister, at Amoy.
Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
 * *Wilhelm*, German battleship, at Nagasaki.
No. 90, German torpedo-boat, 320 tons, Capt. Hopfner, at Shanghai.
No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Capt. Flunrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * Flagship of Rear-Admiral Geissler.
 * * * Flagship of Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut. Comdr. Bello, at Nagasaki.
Amiral Courbet, 2nd-class cruiser, 4,800 tons, Capt. Baillie, en route Saigon.
Bengali, 2nd-class despatch-boat, Lt. Comdr. De La Croix de Castries, at Nagasaki.
Bugard, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 i.h.p., Capt. Desfrere, at Shanghai.
Chateaufort Laubais, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Fochow.
Comete, gunboat, 600 tons, Capt. Lottel, at Canton.
Decides, gunboat, 600 tons, Capt. Maresbette, at Taku.
 * *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.
Desbarres, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saulne, at Shanghai.
Eure, Dispatch-transport, Capt. Vallée, at Saigon.
Friar, gunboat, 693 tons, Capt. Adam, at Japan.
Guichen, 1st-class cruiser, 8,277 tons, 24,000 i.h.p., 8 guns, Capt. de Surgy, en route Home.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Moiet, at Shanghai.
Sizy, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Shanghai.
Ville d'Alger, storeship, 944 tons, Captain Bonnaud, at Hongkong.
Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Fochow.
 * Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 4,336 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Comdr. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.
Celle, U.S. supply ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forre, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgoa, U.S. supply ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply ship, Lieut. Comdr. A. Mertz, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling ship, 1,750 tons, 1,500 h.p., Capt. J. J. Meany, at Manila.
Rita de Luxon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. F. Nazro, at Manila.
Marblehead, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Cheen, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Fareholt, at Shanghai.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.
Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Hongkong.
Nashville, U.S. cruiser, Comdr. R. P. Rogers